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The Hongkong Telegraph

(ESTABLISHED 1881.)

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WEATHER FORECAST
FAIR.
Barometer 29.75

June 27, 1918. Temperature 6 a.m. 78 2 p.m. 86
Humidity 89 " 68

June 27, 1917. Temperature 6 a.m. 79 2 p.m. 85
Humidity 91 " 79

7979 日九十月五

THURSDAY, JUNE 27, 1918.

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REUTER'S TELEGRAMS.

THE AUSTRIAN DEFEAT.

Italians Take More Prisoners.

London, June 25.
An Italian official message says:—The Third Army on Monday, having compelled the last of the enemy rearguard to surrender, re-occupied completely the right bank of the Piave, taking as prisoners eighteen officers and 1,607 men. During raids on the slopes of Monte Divaldella and the Asiago plateau we took one hundred prisoners. Along the north-western front of Grappa, after heavy artillery firing, we, in brilliant thrusts, gained considerable advantages of ground and inflicted heavy losses. We took 1,333 prisoners and sixteen machine guns.

King George's Congratulations.

London, June 25.
The Press Bureau announces that His Majesty the King has telegraphed to the King of Italy his heartiest congratulations upon the victorious results of the recent operations in which the Italian Army "fought with a gallantry and fortitude, which has elicited the admiration of myself and the British people."

A Great Demonstration.

London, June 25.
Reuter's correspondent at Rome states that there was a great demonstration last evening in honour of the Army in the flagged Venetia Square. An enormous crowd carrying flags gave an ovation and there were fervent, patriotic orations. Afterwards the crowd went in procession to the Parliament and the Premier's residence, where Signor Orlando spoke from the balcony.

Serbia's Congratulations.

London, June 25.
Reuter's correspondent at Corfu states that the Serbian Premier has telegraphed to Signor Orlando expressing the enthusiasm of the Serbs at Italy's brilliant victory which brings nearer the accomplishment of the war's great task—namely, respect for the rights of all peoples.

Italian Alertness.

London, June 25.
Reuter's correspondent at the Italian Headquarters states that the Austrian retreat began on Saturday night, the enemy leaving a small rearguard with machine-guns. Italian sentries discovered the weakening of the enemy line on Sunday morning, when strong pressure was immediately increased.

How the Italians Attacked.

London, June 25.
Italian correspondents, in describing the battle on Sunday, state that the onrush of the Italians was sublime. The Austrians, who had previously lived for hours in a hell in which no respite was given them, were shelled day and night. Bridges were demolished and boats sunk. Those who succeeded in climbing up the river banks were mercilessly shot down; then the *coup de grace* was given when some Italians reached the left bank north of Montello and took the enemy at the rear. Others smashed the line from Collesella to Madonna and drove the Austrians pell-mell across the river. A simultaneous Italian attack at the other extremity of the Piave also drove the Austrians across the river. The battle continued furiously all Sunday afternoon, enemy machine gun positions being taken one after another. The ground was strewn with heaps of dead.

The Austrian Story.

London, June 25.
An Austrian communique claims that the withdrawal everywhere on the Piave was according to plan, and that the Italians since June 15 have lost 60,000 prisoners, the total losses being 150,000.

BOYCOTT OF GERMANY.

What British Seamen Will Do.

London, June 25.
According to Reuter's correspondent at Paris, Mr. Havelock Wilson has telegraphed President Poincaré thanking him on behalf of the British Seamen's Union for denouncing Most-Favoured-Nation Clauses as regards our enemies after the war. Mr. Wilson continues:—"The Germans have shamefully murdered fifteen thousand non-combatant seamen. British sailors are now resolved to boycott Germany after the war for five years and eight months, to which will be added a month for every additional crime against non-combatants." Mr. Wilson appeals to the French Seamen's League to inaugurate a similar movement.

SHIPPING CONSTRUCTION.

America's Great Contribution.

London, June 25.
Reuter's correspondent at Washington states that the first million tons of new shipping contracted for by the Shipping Board will probably be delivered before the end of the month. Deliveries last week totalled 37,830 deadweight tonnage making a grand total of 924,260 tons in 1918. The first of the forty-five steel ships built in Japan for the Shipping Board has arrived in the United States and of twenty-three steel ships chartered from Japan twenty-two have already been delivered in the United States.

THE IRISH SITUATION.

London, June 25.

In the House of Commons, the Irish Secretary, Mr. Shortt, stated that circumstances in Ireland to-day were complicated and anxious. When the Premier early in April explained the Government's Irish policy, there was every appearance that both Home Rule and Conscription could be carried to a successful conclusion, but since then the circumstances had entirely changed, firstly owing to the discovery of the German plot in Ireland, which was a real and imminent danger to Britain; and secondly, because the anti-Conscription feeling in Ireland had been used by extremists in conjunction with the German plot.

(Message incomplete.)

REUTER'S TELEGRAMS.

THE DURATION OF THE WAR.

The German Foreign Minister's Ideas.

London, June 25.
Herr von Kuhlmann, in his speech in the Reichstag, had been describing the military position in most rosy colours, saying that Generals Hindenburg and Ludendorff were God-given geniuses and actually declaring that the Austrian defensive had been "a noteworthy success". Hence the sensation created was greater. He admitted that it was "the common idea that the length of this war was something new" but he quoted from General von Moltke, speaking in the Reichstag in 1899, that the duration of a great European war was incalculable. But this, continued Herr von Kuhlmann, was a world war with enormously increased armaments. "I must say that, despite the brilliant successes of our arms, there has been nowhere clearly recognisable a desire for peace in authoritative quarters among our enemies". He proceeded to allege that it was Germany that had shown a willingness for peace, mentioning the famous Reichstag peace resolution and Germany's reply to the Papal Note. He denied Mr. Balfour's recent declaration that Germany ever desired or even thought she could win world dominion. Napoleon had shown that such an idea was Utopian—(Hear, hear from the Centre and Left). Regarding who was responsible for the war, he said the deeper the causes were penetrated, the clearer it was that Russia desired war, with France playing the role of instigator. As regards Germany's aims, she desired a free, strong, independent existence within boundaries drawn for her by history, and also overseas possessions giving her greatness of wealth and proved Colonial capacity, as well as freedom for her trade on the sea. The achievement of these aims was an absolutely vital necessity.

THE WESTERN FRONT.

More Artillery Activity.

London, June 25.
A French communique says:—There is very lively artillery activity south of the Aisne, and northerly in the region of Dasmilly, Hapocle and Hingel. On June 24 six enemy aeroplanes were brought down. Four tons of bombs were dropped on aerodromes in the Aisne region.

Attacks on Belgian Posts Fail.

London, June 25.
A Belgian communique says:—There is great reciprocal activity near Nieuport and Ramscapelle. Attempted attacks against three of our posts broke down.

Aerial Operations.

London, June 25.
Field Marshal Sir Douglas Haig reports:—There is nothing to report.
Reporting on aviation, Sir Douglas says:—Despite high wind our aeroplanes did much reconnaissance and other work on June 24, enabling our guns to engage many batteries. Heavy rain later prevented flying. During the intervals we vigorously bombed behind the enemy's lines, dropping fifteen tons. The enemy did not give much chance for combat. We brought down two aeroplanes. Three of ours are missing. We also brought down an additional machine on June 23.

EARLIER TELEGRAMS.

DURAZZO AND CATTARO BOMBED.

London, June 25.
An Italian Admiralty official message states: Our sea-planes bombed Durazzo on June 23. A big steamer was hit and fires started near the enemy hangars. All our machines returned safely, despite anti-aircraft fire. The bombardment was effectively repeated on June 24. Simultaneously British machines reconnoitered over Cattaro engaged in an air-fight and downed one enemy machine. The Anglo-Italian machines returned undamaged.

ANGLO-AMERICAN CONSCRIPTION.

Washington, June 25.
The Senate unanimously ratified the Anglo-American reciprocal conscription treaties whereby Britons between 20 and 44 in the United States and Americans between 21 and 31 in the British Empire are subject to conscription, but are given the option of serving under their own flag. It is estimated that 310,000 Britons in the United States including 60,000 Canadians, and 64,000 Americans in the British Empire, including 38,000 in Canada, are affected. A clause provides for the exemption of Irishmen and Australians.

OPERATIONS ON THE WESTERN FRONT.

London, June 25.
Reuter's correspondent at British Headquarters reports to-day: The Canadians' raid last night was carried out with a completeness distinguishing them in such affairs. They captured about ten machine-guns and trench-mortars. South of the Scarpe we prisoners six. Our success in thus obtaining information from raids contrasts with the two complete failures of the enemy to capture one of our posts north-west of Merria. We learned from despatches very clearly acquired that the enemy has been made uneasy by lack of information of our Flanders front and has laid great stress on the capture of at least one prisoner from whom information might be obtained. The result in this particular instance was the capture not by but of the officer to whom the mission was entrusted.

A French communique says: North of the Aisne, after a violent bombardment, a grenade duel was fought in the works captured by us yesterday. Our front was integrally maintained. There is fairly lively artillery in the region of Faveroles and Corry. We made three raids in Woivre and Lorraine and took a score of prisoners.

EARLIER TELEGRAMS.

THE AUSTRIAN SEBACLE.

Italian Parliamentary Congratulations.

Rome, June 25.
Two hundred Deputies marched in procession to the Premier's office to convey the congratulations of Parliament on the victory. Signor Orlando welcomed them with the cry "Viva Italia!" Signor Orlando explained that the enemy was completely ejected from Montello and lost two-thirds of the ground he occupied on the middle and lower Piave, also positions between Caposile and the lower Piave held by him prior to the offensive. The enemy is defending himself desperately in a few positions. Signor Orlando added, amid laughter, that one Austrian regiment carried a banner inscribed "Piave 1918," with a representation of the Lion of St. Mark surmounted by an eagle; but the eagle was depicted as calm and majestic, while the lion was more like a mosquito than anything else. Signor Orlando continued that the truth was that the enemy was beaten in the first day's battle by the Italians' heroic defence. He did not hesitate to say that Caporetto in a certain sense was the name of the greatest glory of Italy. "Our people never sustained such a disaster. They have shown how a brave people can rise after terrible blows." The Italians were truly marvellous. For days the Caporetto army had only two days' supplies of flour and the country districts were starved for twelve days. There was no coal, and passenger trains were unable to move for lack of lubricating oil. All these difficulties were overcome, thanks to the tenacity of the people. (Cheers.)

Italians Regain Old Positions.

London, June 25.
Latest information received in London, despatched from Italy at six in the evening of June 24, shows that the Italians were in the mountains attacking Monte Valbella and Monte Asolone. They were advancing but meeting the strongest resistance, though they gained a certain amount of ground. The Austrians have now abandoned the whole of the right bank of the Piave. The Italian line is back exactly where it was before. The Austrians are apparently attacking from their old trenches. The river is again rising, sweeping away some Italian bridges, thereby hindering the crossing and rendering it difficult to send back information from the other bank. A certain amount of fighting is proceeding on the extreme Italian right in the Aerea Road area between the old and new Piave. It is not quite clear what has happened, except that the Italians prisoner about six hundred here. Owing to the fact that the river is rising it is very unlikely that any very large operations will be undertaken to the east of the river. It would be folly to make such an attempt. The immediate situation is very obscure and it would be well at present not to form too hasty a conclusion, though there are good grounds for satisfaction. All is quiet on the Western Front.

The Austrian Verolao.

London, June 25.
An Austrian communique of yesterday states: The height of the river and bad weather caused us to evacuate Montello and other positions on the right bank of the Piave. The order was given four days ago, and our evacuation was unobserved.

BRITISH AERIAL RAIDS.

London, June 25.
An independent force of the Royal Air Force in France dropped six tons of bombs in four attacks on Metzablon station in the evening of June 23, and successfully attacked factories and sidings at Saarbrücken, factories at Dillingen and railway sidings at Metzablon on June 24. They brought down an enemy aeroplane in flames and drove down another uncontrollable. All ours returned.

U-BOAT BASE IN ARCTIC.

What Germany May Gain in Finland.

There is probably a much deeper significance than most people imagine at the back of German machinations in Finland, says the *Daily News*. Recent events seem to point to the fact that it is at any rate the hope of the Germans to "penetrate" and permeate this region so effectively as to provide unrestricted passage for their transport from Hango on the south through to the shores of the Arctic. The Bolsheviks have already guaranteed to the Finns a sea-board on the White Sea, which may possibly explain the somewhat cryptic announcement that the Russians are evacuating Archangel. In any case, the extension of Finland's boundaries to the White Sea would necessarily involve the transfer of a portion of the Petrograd-Kola Railway to the Finnish Republic, making it possible for the latter, on its own behalf or that of its friends, to sever all communication between Petrograd and the only ice-free Russian port to the north. The Arctic ports of Archangel and Alexandrovsk—the latter being the new ice-free port on Kola Bay—have been very extensively used during the war—they were, indeed, the only ports in Europe through which Russia could communicate with the outer world. The British Navy has been represented at Archangel since the very early days of the war, and in the middle of 1918 a new Russian naval base was established at Kildin, and this added to the facilities necessary for the protection of Arctic trade. The present position is unknown, but there are in any case, excellent reasons why no effort should be spared to prevent the enemy getting control of the harbour at Kola. German mines were discovered in the White Sea as long ago as the summer of 1915, and their submarines have never ceased to worry shipping on its way to and from the northern ports. The U-boats, with no base nearer than Kiel, have obviously worked under considerable difficulties. Equally obviously, these difficulties would vanish altogether if Kola Bay were in German hands, not only because of the enemy's possession of it, and his direct communication with his home ports through Finland and the Baltic, as well as by submarines, but also because the counteracting British craft, being deprived of their own bases in the area, would have no place from which to act nearer than Scotland or the Orkneys.

Under the circumstances detailed there would, of course be no British shipping to attack in this particular quarter, and from that point of view, the German gain might be regarded as a barren one. On the other hand, Germany, for the first time since the start of the war, would be possessed of a port on the open sea. The measures taken by the British Navy are already making it increasingly difficult for the submarines to continue their work. If Germany were now to secure a high-sea port, even so indifferently placed as Alexandrovsk, a new and very unfavourable turn would be given to the whole this added to the facilities necessary for the protection of Arctic trade.

CANTON NEWS.

Some Items of Interest.

Our Canton correspondent writes as follows:—

An Editor's Execution.

The *Men Chiu Po*, after the execution of its editor, was seized by order of the Tachun and a notice displayed stating that the paper in the 22nd inst. published comments on the question of dividing the country into South and North, and also attacked Kwangsi military officials for being concerned in the change of the chief of the Financial Department. The publication of this notice has been refused by all the papers, which, on the other hand, requested the Provincial Assembly to demand on explanation from the Governor and the Tachun on the matter, and a resolution has already been unanimously passed in the House.

The Bank of China.

It is officially reported that the Vice President of the Bank of China, along with a number of the bank's officers, have returned to Canton from Hongkong, and the redemption of the bank notes and the resumption of business will be commenced on the 1st of July. The genuineness of the report is doubted. However the bank notes are now 90 per cent. discount instead of 70 per cent. discount a few days ago.

Protest Against Loan.

The Student Community has written to the Press Society requesting assistance to protest against the proposal made by Lung Chai-kwong to conclude a loan of \$5,000,000 from a Japanese firm and to give the mines in Kwangtung province as security.

ALLEGED MURDER.

Husband Charged with Killing Wife.

At the Police Court this afternoon, before Mr. J. R. Wood, the hearing was continued in which a man is charged with the murder of his wife at West Point on June 24. The facts of the case, briefly, are that the woman's body was found by a Chinese constable on the Praya, at 2.35 p.m. on the night in question, there being a serious stab wound, which had already proved fatal. The deceased's husband was, after investigation into the matter, arrested.

Mr. Leo Longinotto appeared for the prosecution and Mr. Philip Goldring is defending.

This afternoon evidence was given by the thirteen-year-old daughter of the deceased and accused, who said that although they were now living in Reclamation Street, Yau-mai, they previously lived in Canton Road, Kowloon. She knew that her father and mother had quarrelled before, and twice in Canton Road and twice in Reclamation Street, the quarrels had led to blows, her father beating her mother. All this quarrels were over money matters.

Other evidence was taken and the case again adjourned.

Another State Purchase?

The London *Evening News* says the liquor trade may be given notice that it will be bought out complete after the war. Arbitration tribunals will be set up to decide on the value of properties where the State valuation is contested.

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Victoria Theatre—7.15 p.m.

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GENERAL NEWS.

Encouraging British Composers. Sir Frederick Bridge presented certificates and prizes to students of the London Centre awarded by the Trinity College of Music, at St. Mary's Hall. He said that the college had done good service for music, but London had always been somewhat slow in these matters and had not the musical enthusiasm to be found in northern and midland towns. The college, arranged for piano and the violin syllabus for the year would give good opportunity for students, and all the music was British. Wonderful music had come to us from Germany in the past, from cultured gentlemen who would abhorred the terrible conflict provoked by German barbarism of today and still more the war in which it had been carried on, even as many musical people of Germany were in this country did. The college had got rid of all the German element it could and desired to give all encouragement to our own young composers.

A Change of Rubleben. Bishop Barry, Bishop of Northern Europe, related his experience of the life at Rubleben Camp to an audience of railway workers at London Bridge station recently. Lord Beaumont, chairman of the London, Brighton, and South Coast Railway, was in the chair. During the earlier months at Rubleben, Bishop Barry said, there were horrors enough. Then women and children came to watch the men as they passed in and out of the camp. Now they came and stood outside, saying how hungry they were, and asking if anything could be spared from the parcels the men received; and what could be spared was given to the women and children. That was what he called glorious magnanimity of spirit. The prisoners were knocked about with the butt of a rifle and the bayonet point was also used, but they would not allow their spirits to be broken. He took the men's message from the King and Queen, and her Majesty's message was couched in terms such as she should have used to her own son, and he knew that the message went straight home to the men. In the camp, which was only three miles from Berlin, he and the men had joined together in singing "God Save the King."

Unregistered War Charity. At Bow-street Police Court, before Mr. Graham Campbell, Mr. John Sansome, editor, was summoned for having in the issue of the People newspaper of November 25, 1917, made an appeal to the public, in an article headed "What the Boys Want: Appeal for Plants and Seeds," for donations or subscriptions in kind to a war charity not registered in accordance with the requirements of the War Charities Act 1916. Mr. Munkett, prosecuting, said that the proceedings had been instituted only with the view of obtaining publicity in regard to the importance of the law being observed. There was no question as to the bona fides of the defendant or the paper that he represented. A public evil appeared to have been disclosed by certain practices which had sprung up since the war began, with which the Act of 1916 was intended to deal. The article in the People constituted a breach of the Act, as it was an appeal in connection with an unregistered fund. Mr. J. A. Slater, for the defence, said that if his client had been aware of the law he might by an expenditure of 10s. have registered the charity, for which he appealed. What they had done in this matter of furnishing seeds and plants had been handsomely acknowledged by the heads of the British Expeditionary Force. Mr. Mudge (the proprietor of the People) and the editor had always exercised the utmost discretion in making their appeals to the public and assured themselves of the bona fides of the charities they supported. Mr. Graham Campbell said that it was of the utmost importance that these war charities should be registered, and he hoped the prosecution would bring that message home to all who were associated with appeals of the kind. He ordered the defendant to pay a fine of one guinea and ten guineas costs.

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GENERAL NEWS.

African Cranes at the "Zoo."
At a meeting of the Zoological Society of London, held at Regent's Park, it was reported that among the 19 additions made to the menagerie in February were two Stanley cranes from South Africa, and one black-necked crowned crane from West Africa, presented by Mr. W. H. St. Quintin, F.F.S., and an American bison. The number of visitors to the gardens during February was 34,451, an increase of 5,000 as compared the corresponding month of last year.

£117,000 from Self-Denial Week.

General Booth states that the Self-Denial Fund of the Salvation Army during the week February 23 to March 2 throughout the British Isles resulted in a total of £117,567. England, Ireland, and Wales contributed £101,742 and Scotland £15,765. This gives a total increase on last year of £22,300, of which £1,430 is in Scotland. These figures are the highest yet reached, and the increase is the largest in any one year. The highest divisional amounts raised are by the four London divisions in the following order:—(1) Training and East London; (2) North London; (3) South London; (4) West London. The largest advances in the order of amount:—(1) Birmingham; (2) Nottingham and Derby; (3) Manchester. The two largest corps totals this year are Regent Hall (London, E.), £1,012. In view of the special difficulties peculiar to the times, including the absence of many thousands of men and the extreme pressure of national work on others, General Booth describes the result as "a memorable achievement."

Foreign Decorations.

It was intimated recently in the *London Gazette* that the King had given authority to wear the following decorations:—Mr. Robert Ferguson Smyth, Divisional Engineer, Royal Siamese State Railways, the Insignia of the Third Class of the Order of the Crown of Siam; Mr. Frank Stanway, Assistant Auditor, Southern Line of the Royal Siamese State Railways, the Insignia of the Fourth Class of the Order of the Crown of Siam; Mr. Shirley Clifford Atchley, Translator at the British Legation at Athens, the Insignia of Chevalier of the Order of the Redeemer, conferred by the King of the Hellenes; Mr. Alexander Graham Wallace, Acting Deputy Commissioner of the Native Customs at Wuhu, the Fifth Class of the Order of the Excellent Orop; and Mr. Charles Septimus Cooper Davies, Acting Tide Surveyor and Harbour Master at Tchang, the Sixth Class of the same Order, these two decorations being conferred by the President of the Republic of China.

German Mammon Worship.

Before taking up his new post as Governor of Pomerania Dr. von Michaelis, the ex-Chancellor, made a public speech at Benneckenstein, in the Harz Mountains, in the course of which he said, according to the *Brunswick Nachrichten* (quoted by the *Cologne Gazette*):—"We must look the fact in the face that we shall take war distress with us into peace time. We must inwardly prepare ourselves to bear peace distress without murmuring. The scarcity and high prices will remain, not only as regards food but also in respect of clothes and shoes. Our great burden of debt will force us to the compulsory control of raw materials by the State. We must realize that we are also to blame for the war—not politically, for the Kaiser to rule with us. God desired to preserve us from complete materialisation. I would rather renounce the war indemnity, if I were once more responsible for that, than by payment of its debts bring our people into the great danger of sinking into materialism. The simple domestic life will be our duty after the war. Our children are our greatest possession. We must not fear peace distress. The German people has ever shown itself most strong and splendid when it was in distress."

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GENERAL NEWS.

Flying Policemen.
Speaking at University College, Rear Admiral Mark Kerr, a member of the Air Council, said:—"At the present time, a commercial traveller leaves Paris to go to Timbuctoo, the journey occupies four months, but one of the first routes the French are going to establish after the war is to Timbuctoo, when the journey will then only take four days. As a commercial undertaking that will result in a great saving. Four months' food alone would be a considerable item. All air vessels will have to be registered, and no doubt a Lloyd's list will grow up. There will be a class A1 and so forth for vessels taking passengers and mails in the air. These would carry a flag, and those which did not would be pirates. The police could not put up their hands to stop people in the air, and the only way would be to knock them down. The formation of the Air Force, said Admiral Kerr, "is a distinct advance in aeronautics. It means the establishment of a general staff and the dealing with all problems connected with the air."

Over £100,000 for the London Hospital.
Mr. James Hors, of 123, Victoria Street, Westminster, and St. Leonards-on-Sea, a director of the Australian Pastoral Company (Limited) and the Trust and Agency Company of Australasia, and other companies, who died on August 31, left estate of the value of £155,293, the net personalty being £154,335. The testator gives £1,000 to the vicar and churchwardens of Otterhaw, Surrey, for keeping in repair the grave of himself and his late wife, and the placing thereon every Sunday morning of three small wreaths of fresh natural flowers made in a foundation of delicate natural green, and subject thereto, for keeping in repair the churchyard, £1,000 to the vicar and churchwardens of Otterhaw for fuel, food, clothing, &c., for the nursing and comfort of the sick poor of the parish; £1,000 to the vicar and churchwardens of Addlestone for like purposes; and £100 to the Dogs' Home, Battersea; and he directs the executors to place in his coffin to be buried with him a looked black japed box marked "M. O. Hors." The residue of the property, which will exceed £100,000, is bequeathed to the Samaritan Fund of the London Hospital, Whitechapel.

MOTHERS JOIN HANDS.

French Women's Tribute to American Sisters.

Philadelphia, May 11.—A tribute from the mothers of France to mothers of the United States—especially those whose sons are fighting alongside the French and British armies overseas, and with the Allied naval forces—has been received from Madame Joffre, wife of the famous French commander, and Madame Poincaré, wife of the President of France, by Miss Anna Jarvis, founder of "Mothers' Day," which will be celebrated to-morrow.

"Our hearts are with yours, American mothers, in this day set apart to consecrate motherly love and the sweet name of 'mother,'" says Madame Joffre's letter, which also assures the mothers of this country that "our maternal hearts beat in union with yours, notwithstanding the distance."

The Red Cross has arranged to have flowers sent to wounded and sick soldiers in hospitals abroad; the Protestant, Catholic, and Jewish press abroad have united to stimulate observance of the day; American Consulates through France, and Y. M. C. A. huts along the fighting front will fly the Stars and Stripes in honor of the day; General Pershing has called on all officers and men under his command to write a letter "to those at home," and meanwhile letters of cheer and good wishes will be pouring toward the men serving with the colours.

The letter from Madame Joffre, sent by Mrs. Hallie Clough Sharp, wife of the American Ambassador to France, to Miss Jarvis, follows:—"To the Mothers of the America: Our hearts are with yours, American mothers, in this day set apart to consecrate motherly love, and this sweet name of 'mother,' which together with that of 'father,' is the most beautiful and holy after the name of God."

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own sons in the gigantic battle which the world is waging for liberty of humanity.

"Their presence brings to France a new token of the justice of our cause."
"We wish you to feel our maternal hearts beat in union with yours, notwithstanding the distance—these hearts which are bruised in such a terrible struggle between our immense tenderness and the sacrifices exacted by the great laws of conscience and honour."

"At this moment an everlasting union is sealed between France and the United States. Together our sons are shedding their blood and we, mothers, accepting their sacrifice, offer the life of our hearts in a same feeling of absolute confidence in victory."

"But it is not only by words, even the most sincere, that we wish to express our affectionate recognition."

"An association has been constituted in Paris to offer to the American Army and Navy the hospitality of our French homes. Our endeavour is to invite honourable French families to open their doors to your sons and procure to them a few days of relaxation during which they may be surrounded by home atmosphere."

"These relations will establish a better understanding in the future, and they will form friendship and common ties which will bring us closer together."

"We wish to assure you that, during the time your sons remain in France, we will consider it a sacred duty to do everything in our power to comfort them."

The letter from Madame Poincaré, also forwarded by Mrs. Sharp, says:—"At the moment when the United States, true to their very touching custom, are about to celebrate 'Mothers' Day,' allow me to say, in the name of the three societies of the French Red Cross, how earnestly we wish to share in this demonstration of gratitude toward the valiant mothers who have reared the children of notable America, and how deeply our sentiments are in union with theirs on this holy occasion."

From the very beginning of the war American mothers, with tender care, sent us their children's toys to serve for our own. Then they themselves came among us and enlisted in ever growing numbers, in our hospital units. Even before your great country entered the struggle they lavished upon us treasure of devotion and of generosity."

The Tribunal have been notified of arrangements made by the Minister of National Service for making available substitutes for fit men for the Army.

Local advisory committees of employers and workmen have been set up by the Minister of Labour in connection with each Employment Exchange, and these working through trade panels equally representative of employers and employed, will advise Tribunals as to the finding and placing of men as substitutes in work of national importance. As regards agriculture, substitution is to be worked through the County War Agricultural Committees.

In suitable cases men of low category in the Home Army are to be released in place of general service men, and employers may call attention to such men whom they desire to take back.

If the National Service representative can show that a reasonably satisfactory substitute is available for a man in a certified occupation, this is to be regarded as presumptive evidence that the man should be released for the Army."

"Now that they see their husbands, their brothers, and their sons cross the ocean to France in order to fight under the Star-Spangled Banner, their courage is put to the severe test which the women of France have experienced during so many months."

"They may rest assured that their dear ones, whom their thoughts are accompanying upon the battlefields, will find here the most cordial of welcomes and the most attentive care."

"I earnestly hope that this assurance may bring comfort to them. In spite of distance, French women will henceforth feel that they are near to American women. For both are closely united in the same duties and the same patriotic aspirations."

"This is what the Societies of the Red Cross have asked me to tell you to-day, faithfully interpreting the sentiments which inspire all the women of France."

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HONGKONG, THURSDAY, JUNE 27, 1918.

Mr. Lloyd George's survey of the situation, as it at present appears to him, is one that in every way is stimulating and encouraging in the extreme for all who wish well to the Allied Forces. As the Prime Minister clearly shows, in France our position on the French Front is, on the whole, very satisfactory, while in Italy recent events are of the most hopeful character. Russia is still chaotic, but apparently is coming to a more rational conclusion regarding the part Germany has been playing recently, and the time may be nearer at hand than is generally known for a national uprising to oust the detested Tsar. From Siberia, China and the Far East generally whatever assistance can be rendered will speedily be forthcoming, as it would unquestionably be the wisest policy on the part of the Allies so to act. On the whole, therefore, we are still battling in the cause of Right opposed to Might, of Democracy against Autocracy, have every reason to feel hopeful as to the future.

Deportation of Germans.
If it be true, as reported in a Shanghai newspaper, that the arrangements for the deportation of enemy subjects from China have now been cancelled, the development is one which will meet assuredly be noted with much regret by Allied sympathisers in the Far East. Some time ago we were informed that these "undesirables," to the number of seven thousand, were to be packed off to Australia, and general satisfaction was felt that such a step was to be taken. Knowing something of Germany's intrigue in other lands, and bearing in mind her aspirations in the Orient, it is a most anomalous state of affairs that the Huos should be permitted to be at large in China, to say nothing of the danger which their continued presence involves. Why the change of policy has been decided upon we do not know, though it is said that the Chinese Government is in no wise to blame. As we see it, there is no argument against the internment or deportation of the Germans in China which could not be applied with equal effect to the case of other countries which have declared war on the Central Powers. We can only hope, therefore, that even yet the policy recently announced will be adhered to.

The recent Order is to apply to Mounted Police and Search Supervisors only.
First Shift Patrolmen will wear caps.

"Patriotism is not a singing of praises. It is a very deep thing, a very sad thing, a very stern thing. St. George didn't go out to fight the dragon without some sense of defeat. He knew that his sword might be broken, that he would never see his children again, and that people would probably call him a fool when he was all done. He went out, I think, as our patriots went out."

"King David when he was besieging a city, in the summer when it was hot, wished for drink from the pool just outside the city gates. But when his men got the water for him at that risk of their own lives, he said he could not drink what had been gotten at such a sacrifice, that it would be like drinking blood. And he poured it out to his God."

"Now the young men are bringing us the water of peace. This will, I believe, be the peace that passeth understanding, when we shall have our lives again, our work. It will be like the drinking of the blood of these young men. Love and courage are the main things in this life. With them you can face the world. We will seed them when we try to remake the world. May young men and mine stand together in the remaking of this world a little nearer to the heart's desire."

During his twenty years' service as French Ambassador in London M. Cambon has been compelled to work far more strenuously than his most distinguished predecessor, Chateaubriand, who was appointed to that post in 1822. In a letter written by his private secretary Hyacinthe Pilorge, to Mme. de Chateaubriand, who remained in Paris, we find a timetable of the Ambassador's day meticulously set out. At nine he rises. His toilet operations employ the next two hours, during which he receives one or two visitors, who bring him the gossip of the day. At eleven the Embassy breakfasts. After breakfast it reads "the great solid London newspaper." At three his Excellency starts on a round of visits. At five he shows in Hyde Park or walks in Kensington Gardens. At seven the Embassy dines. Between half-past eight and ten "we yawn in one another's faces," the truthful Pilorge confesses. At eleven his Excellency goes into society, rarely arriving home before two in the morning. And so, *de capo*, the next day. Withal, "Monseigneur enjoys excellent health." Only, Pilorge hints, it is no wonder that in the midst of so many occupations Monseigneur has little time for correspondence, and that these details are supplied to Mme. l'Ambassadrice by her faithful Hyacinthe.

WAR NEWS.

A Home Letter to Soldiers Overseas.

London, April 30.—Though the situation on the Western Front is as critical and absorbing as ever, it is doing so injunctive to our men in khaki to say that, in the popular interest, the outstanding event of the past week has been the naval raid on Zeebrugge.

There was something so intensely dramatic and so typically British about the affair that it made an immediate appeal to the heart of every man who has ever revelled, as a boy, in the old stirring tales of British sailors. It all seemed such a desperately daring adventure, and the astounding check of the thing can be best appreciated by imagining what would have been our feelings if we had read of a German cruiser being moored for over an hour against Dover Pier while parties of Frigate were playing hell in the harbour and knocking the pier about. The whole world has been thrilled by the exploit of the Vindictive, Iris and Daffodil and of Sir Roger Keyes' whole flotilla of self-sacrificing cruisers, destroyers, submarines and motor-launches. Even the German, in their less servile newspapers cannot resist paying a tribute to the gallant work of our men. In the Navy, our Navy I mean, they are especially delighted with this show, because it gave them an opportunity to let the Army know that the old spirit is just as much alive in J. Ter as in T. Atkins. As Admiral Keyes telegraphed to Sir Douglas Haig:—"It was the ardent desire of all ranks and ratings to emulate the heroic deeds of the sister service."

You can't wage a successful war, they say, unless you've got the country behind you, and however good your armies are, in the long run it depends on the people at home. The longer the war lasts, the more we are learning how true this is, and the strange thing is that the Germans are realising it too, though they always reckoned on driving their people as though they were a lot of pigs being driven to market—or more like the Gadarene swine that were possessed of an evil spirit and rushed headlong to destruction.

On the surface you would say that matters were looking very rosy at the moment from the German point of view, judging at least from the Boche communiqués, which, on a generous estimate, rarely publish more than 50 per cent. of the truth. Yet, in spite of the spectacular advances of the German armies, there is a spirit of utter despondency sweeping over Germany. So much so that one of their leading military writers—a certain Capt. von Salmann—finds it necessary to warn his readers that things are not so black as they seem to think. Instead of ringing joy-bells and hanging out flags, as they used to do on the slightest provocation, the Friars at home are writing their hands and hanging their heads over the enormous losses they have suffered.

The air in Germany is thick with unpleasant rumours. "Our losses are enormous," they say; "the offensive in the West has come to a deadlock; the enemy is much stronger than the Supreme Command assumed; we have no more horses and so cannot continue the offensive; the entire region in front of Ypres is a great lake and therefore impassable." And so on. Some of these rumours are based on the truth, some of them may be, but the fact that the German public is ready to believe everything it hears is symptomatic of a very bad attack of "cold feet." Which Capt. Salmann realises, for he deplors the fact that people have begun to lose their nerve and urge that it is time they again took heart a little. It is evident that German opinion is in a very shaky state and that the price in German lives that is being paid for the glory of their military leaders is getting rather unpopular.

In England the case is very different. There is no question here of "Is the game worth the candle?" We know the worst. We are not afraid to bear the truth. We never have been. The Briton is proverbially never a trugher nut to crack than when things seem to be going against him. We know that we have had a serious setback and that, in the language of our Western Allies, we are "up against the biggest proposition yet." So there is only one thought in our minds—how we can best support our armies in their superb efforts to stem the Hun tide. It isn't only in what we do. It is in how we feel. There are other munitions besides those that are being turned out in such staggering quantities from the factories. There are mental and moral munitions, as well, though it isn't very easy to explain their nature. Any one who has ever been to a football match knows what a vast difference it makes to a team to enjoy the enthusiastic support of the spectators. It is usually considered worth a goal or more to a side to be playing at home, just because of the moral effect derived from the cheers of its supporters. We at home are supporting our side at the Front in rather the same way, of course it isn't by shouting that we show our enthusiasm for them.

The heart of Britain is sound about the war and is ready to make any sacrifice to support the Government in any measure that will help our men against the Boches. The Government is behind the Army and the people are behind the Government. If they weren't, the Army would be the first to suffer. That is why I say it is a vital thing for the people at home to "feel right" about the present situation. And I am quite sure that we do "feel right."

This is the story of an English boy, who had the right spirit. Perhaps you have read it already, but it is worth reading again. His name is Henry Stevens, his age 15 and his first public appearance was in the Folkestone Police Court the other day. He was there to answer a charge being in khaki without authority. Henry had an elder brother who failed to return to his regiment, so the police went to look for him. Henry who was employed at Harrod's Chemical Works, Ilford, was very upset at the idea of having a brother who was a deserter, and one day he had an inspiration. He would redeem the honour of the family and take his brother's place. So he purchased a uniform and gave himself up to the police as a deserter.

He was handed over to the authorities and sent to his brother's battalion in the line. He had never done any drill and the first time he ever used a rifle was to fire at a low-flying Hun aeroplane. The recoil knocked him down, but he soon picked up a bit of practical musketry and during the sixteen days he was with his regiment, helping to keep back the Germans he killed dozens of them. Then he was found out. The magistrates expressed their warm appreciation of his pluck but they wouldn't let him go back to France. And Henry, to put it mildly, is "fed up" about it. There is something thoroughly English about Henry Stevens' exploit, I think, something that links him up with some of the great Englishmen of the past who started life by running away to sea. Yet we used to say that the age of romance was past.

—OLD CROCK.

CHINA COAST METEOROLOGY.

From the "Swatow letter" in our esteemed morning contemporary, the *Hongkong Daily Press*—

"We have had a continuous fall of rain for nearly six weeks. The whole countryside was fast becoming a quagmire. The only compensation was an unusually low barometer. Two-thirds of June are over and we have scarcely experienced a hot day. Only once or twice has the barometer been above 80 deg."

[Our office barometer obstinately refuses to go above thirty. No doubt the vagaries of the Swatow barometer are due to the recent here of "Is the game worth the candle?"

NATION AND THE STRAIN.

Mingled Protest and Preparations.

The Government's man-power proposals appear to have been received in London and the country generally with feelings in which surprise at their drastic nature is predominant, says the *Daily News*. As is shown by messages from various correspondents which we publish below, prompt protests have been forthcoming from certain of the interests chiefly affected. At the same time the urgency of the situation is generally recognised, and preparations to meet the new situation are already being made.

It is anticipated that in many London business houses the calling up of the older men will result in executive work of a responsible character being left in the hands of women employees, who are forthwith to be trained as "understudies." The managing director, aged 45, of a City firm told a *Daily News* representative that if he had to join up the business, employing 120 persons, would be in the entire charge of his lady secretary.

A meeting of the Military Service Committee of the London Mercantile Chamber passed a resolution demanding for men over 41 the right of appeal to Tribunals accorded to younger men. The resolution urged upon the Government the advisability of giving fit men between 43 and 50 an opportunity in certain cases of taking up work of national importance in the locality of their business.

Sir Alfred Yeo, M.P., who addressed the annual meeting of the East Ham Chamber of Commerce, said that if business men must go they would go willingly, provided it could be shown that their going was a sound business proposition for the nation. If the business of men between 40 and 50 years of age were closed down they would lose the men who were paying income tax and helping to finance the war. He hoped that at the eleventh hour the Government would listen to some of the suggestions which would be made. The meeting passed a resolution in favour of the establishment of special tribunals to consider the claims of business.

The man-power proposals, coupled with rumours concerning the Government's attitude towards the export trade, brought business on the Manchester Cotton Exchange almost to a standstill says the *Daily News* correspondent. The feeling seemed to be that it was useless to consider fresh business until more was known concerning the conditions under which it would have to be executed.

A statement that "the desperate step is to be taken of jettisoning all export trade" finds no general credence, however. Curtailment, which has already been considerable owing to shortage of tonnage, may, of course, be further increased, but an immediate and total stoppage would do irreparable injury.

At the same time it is pointed out that production in the cotton industry has been reduced by one-half and most of the goods now produced are Government orders for France and for the home trade. While the stoppage of exports would cause further inconvenience, it would not be a deathblow to the industry. The chief injury, in the view of one authority interviewed yesterday, would be to the national credit. In the neutral countries it would cause the exchanges to move against this country.

A conference of representatives of employers' and operatives' societies in the cotton industry, with Lancashire M.P.s, held at the Central Hall, Westminster, was addressed on the man-power position by Mr. Illingworth, Postmaster General, and the delegates expressed agreement with the Cabinet's proposals. A sub-committee will confer with Sir Auckland Geddes at the House of Commons to-day to discuss the cases by which men may be privileged for the Army with as little detriment as possible to the industry.

The withdrawal of exemptions on occupational grounds as from April 24 has caused something like dismay in Edinburgh business circles telegraphs the *Daily*

DAIRY FARM NEWS.

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NOURISHING & IDEAL FOOD.

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News correspondent. In some industries there is a fear that the Order will result in a wholesale closing down of departments. In the case of one prominent firm the few remaining skilled male operatives are mainly employed as instructors for unskilled female labour, and it is declared that the calling up of these men would entail the shutting down of business for the rest of the war period. In Edinburgh, too, large numbers of professional men are dealing with affairs which concern the whole of Scotland, and among these the new proposals have been received with amazement and consternation.

The Northampton N. 1 Branch of the National Union of Boot and Shoe Operatives has called upon the Union Executive to consider what attitude shall be adopted toward the Government's proposals. It is forwarding to the Prime Minister a copy of a resolution protesting against the abolition of the right of appeal on occupational grounds and the reduction of the notice of call-up from fourteen to seven days, and claiming for the older men equal rights of appeal with the younger men.

GUARD THE CHILDREN FROM SPRING COLDS

Spring is a trying season—one day is warm the next is wet and chilly—unless the mother is on her guard the little ones are seized with colds. Baby's Own Tablets, the Canadian children's remedy, are mother's best friend in preventing or banishing colds. They act as a gentle laxative, keeping the bowels and stomach free and sweet. An occasional dose will prevent colds, or if a cold does come on suddenly the prompt use of the Tablets will quickly cure it. The Tablets are sold by medicine dealers, or by mail at 60 cents a vial from the Dr. Williams' Medicine Co., 98 Szechuen Road, Shanghai.



DO YOU ENVY OTHERS THEIR HEALTH?

Thin, impure blood is a standing invitation to sickness. It is an open door that indigestion, malaria, neuralgia, sciatica, rheumatism and nervous troubles find easy to enter and prostrate the defenceless body.

Dr. Williams' Pink Pills for Pale People will build up and purify the blood until it becomes a health bearing stream. No part of the body can escape their beneficial influence. Their effect is general and soon the appetite picks up, the digestion becomes good, the eyes brighten, the liver becomes active and the skin takes on a healthy tint.

Send to-day for our free booklet, "Building Up the Blood." Dr. Williams' Pink Pills are sold by all chemists, or will be sent, postpaid, one bottle for \$1.50, six for \$8.00, but the Dr. Williams' Medicine Company, 98 Szechuen Road, Shanghai.

TO-DAY'S ADVERTISEMENTS.

GENERAL HOLIDAY.

UNDER Ordinance No. 5 of 1912, MONDAY, 1st July, has been proclaimed a GENERAL HOLIDAY and the Exchange Banks will be CLOSED for business on that day. Hongkong, 26th June, 1918.

LOST.

LOST—White BULL TERRIER "TIM" on Wednesday Night. Finder rewarded. Newhouse Bowen Road.

COMPAGNIE DES MES-SAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

Cargo from Europe and intermediate ports ex s.s. "ANDRE LEBON" transhipped at Singapore s.s. Van WAERWIJCK. Consignees are informed that they will be required to sign an average bond and a provisional contribution of 50% is to be paid before countersignature of Bills of Lading can be given.

Inspection of damaged cargo will take place at the Hongkong & Kowloon Wharf & Godown Co., Ltd., by Messrs. Goddard & Douglas (Marine Surveyors) on the 28th June, at 10 a.m. when all Consignees are requested to attend.

J. TOURNET,
Acting Agent.
Hongkong, 26th June, 1918.

THE WATERHOUSE STEAM-SHIP LINES LTD.

NOTICE TO CONSIGNEES.

From SEATTLE AND YOKOHAMA.

THE Steamship

"THORDIS"

having arrived, from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 4th July at 5 p.m. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined by Messrs. Goddard & Douglas, on 4th July 1918, at 9.30 a.m. Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHESON & CO. LTD.
General Managers
Hongkong, 27th June, 1918.

BATHING-SUITS

All sizes in various
Plain Colours and
Fancy Stripes.
From \$3.50 per suit.

RUBBER EAR STOPPLES.

MACKINTOSH

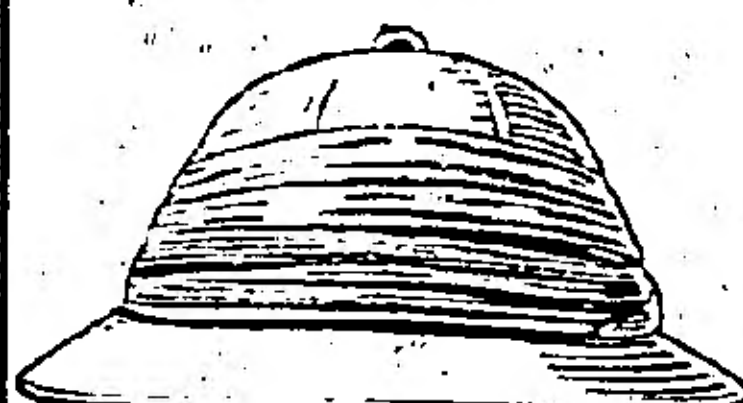
& CO. LTD.
MEN'S WEAR SPECIALISTS

16 DES VŒUX ROAD. TELEPHONE 29.



Wm. Powell Ltd

TELEPHONE 346



NEW STOCK! SUN HELMETS

PITH, RUBBER & FELT
SUPERIOR — QUALITIES

SOLE AGENTS FOR

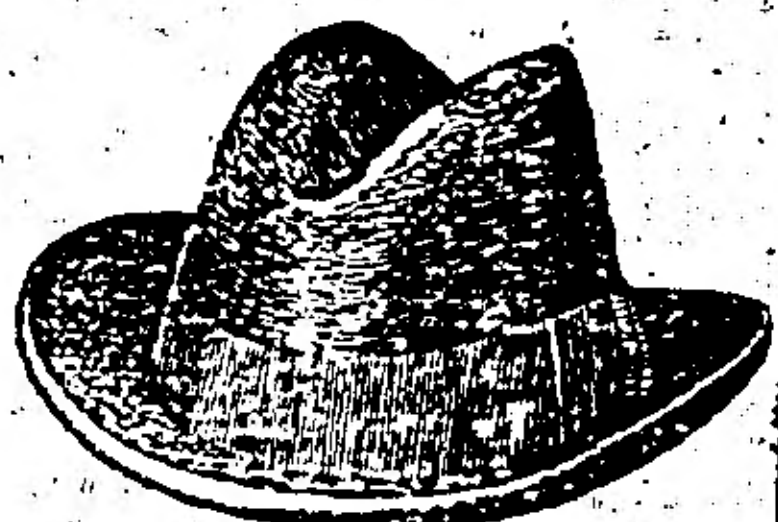
GLYN & CO.

44, OLD BOND ST.

LONDON, W.

DOUBLE
TERAIS AND
STRAW HATS
IN THE LATEST STYLES.

SMART WHITE & COLOURED
PUCCAREES.



NEW TROPICAL MODLS

ESTEY PIANOS

UNRIVALLED FOR TONE QUALITY & FINISH

THE ANDERSON MUSIC CO., LTD.

16, DES VŒUX ROAD,

TEL. 1322.

CAWSEY'S

CELEBRATED SWEETENED

LEMON SQUASH

CORDIAL.

PRESERVATISED

MADE WITH FRESH AUSTRALIAN

LEMONS AND PURE SUGAR.

Price per doz. Quarts. \$13.50

Bottle. \$1.20

AGENTS:

GANDE, PRICE & CO., LTD.

Wine Merchants,

TEL. NO. 135,

6, Queen's Road, Central,
Hongkong.

SHIPPING

P. & O. S. N. Co.

ROYAL MAIL SERVICE.

VESSELS despatched to the Undermentioned PORTS

LONDON & BOMBAY, VIA SINGAPORE, PENANG, COLOMBO, PORT SAID & MARSEILLES.

SHANGHAI, MOJI AND KOBE.

LONDON VIA SINGAPORE, PENANG, COLOMBO, BOMBAY, PORT SAID & MARSEILLES.

SHANGHAI, MOJI, KOBE & YOKOHAMA.

LONDON & BOMBAY VIA SINGAPORE, PENANG, COLOMBO, PORT SAID & MARSEILLES.

WIRELESS ON ALL STEAMERS.

For PASSAGE RATES, HAND-BOOKS, FREIGHTS, DATES OF SAILING, ETC., apply to:-

P. & O. S. N. Co.'s office
Hongkong, 1st April, 1917.P. L. Knight,
Acting Superintendent.CANADA, UNITED STATES
AND EUROPE

QUICKEST TIME ACROSS THE PACIFIC

— SAILING ON OR ABOUT —

Empress of Japan 17th July	Monteagle	1st Oct.
Monteagle 27th July	Key West	28th Oct.
Key West 10th Aug.	Empress of Japan	6th Nov.
Empress of Japan 11th Sept.	Monteagle	7th Dec.

* FREIGHT SERVICE ONLY.

Regular Mail, Passenger and Freight Services.
Excellent Accommodation. Moderate Rates.

For particulars regarding passage fares, sailings and rates of accommodation, also description of ships and descriptive literature apply to

F. D. SUTHERLAND,
General Agent, Passenger Department,
Phone 752.

For freight rates and through bills of lading with Vancouver in connection with Canadian Pacific Railway to all Overland Points in Canada and United States also to Europe and West India, apply to

J. M. WALLACE,
General Agent,
Phone 42.

HONGKONG.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

Regular Service Between
SHANGHAI and JAPAN PORTS.

EASTWARD.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a fully qualified surgeon.

For freight or passage, apply to

DAVID SASSOON & CO., LTD.,
Hongkong, Sept. 24, 1917.

PACIFIC MAIL S.S. CO.

U. S. MAIL LINE.

Operating the new First Class Steamers
"ECUADOR," "VENEZUELA" and "COLOMBIA."
14,000 tons each.Hongkong to San Francisco,
via Shanghai, Kobe, Yokohama and HONOLULU.

THE SUNSHINE BELT.

The most comfortable route to America and Europe.

Sailings from Hongkong at noon.

S.S. "VENEZUELA"	July 17th.
S.S. "ECUADOR"	Aug. 14th.
S.S. "COLOMBIA"	Sept. 11th.

These steamers have the most modern equipment including overhead electric fans and electric lighting ALL LOWER BERTHS & Large Comfortable Staterooms (all single and two berths only).

The Safety and Comfort of Passengers is our First Consideration. Special rates are given to the outside, and the attendance on passengers cannot be surpassed. Tickets are interchangeable with the Toyo Kisen Kaisha and the Canadian Pacific Ocean Service, Ltd.

For further information, rates, literature, schedules etc., apply to

Company's Office in
ALEXANDER BUILDING,
Ontario Road.
Telephone No. 141.

SHIPPING

NIPPON YUSEN KAISHA.

(JAPAN MAIL S.S. CO.)

Sailings from Hongkong subject to alteration.

Destination.	Steamer & Displacement.	Sailing Dates.
SHANGHAI, KOBE & YOKOHAMA	*Sado Maru 12,500	TUES., 19th July, at 11 a.m.
	*Kawachi Maru 12,500	FRI., 19th July, at 11 a.m.
	*Aki Maru 12,500	SAT., 20th, July, at 11 a.m.
NAGASAKI, KOBE & YOKOHAMA	*Tango Maru 12,500	SATURDAY, 17th Aug.

SHANGHAI, MOJI & KOBE

LONDON OR LIVERPOOL VIA SINGAPORE, PENANG, COLOMBO, DELAGOS BAY, CAPE TOWN, VIA MANILA, ZAMBOANGA, THURSDAY IS. TOWNSVILLE, BRISBANE, SYDNEY, YOKOHAMA, SAN FRANCISCO AND PANAMA CANAL, VIA SINGAPORE, MALACCA & COLOMBO.

BOMBAY CALCUTTA

For date of sailing apply at the Company's Office.

HONGKONG-VICTORIA, B.C.-SEATTLE VIA MANILA, KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, SHIMIZU AND YOKOHAMA.

Operated by the magnificent and splendidly equipped passenger steamers "Fashima Maru," "Sado Maru," "Kawachi Maru," & "Aki Maru," each of over 12,000 tons displacement.

Next sailings from Hongkong.

*Katori Maru	FRI., 19th July, at 11 a.m.
*Suwa Maru	WED., 14th Aug., at 11 a.m.

1 Omitting Manila Eastbound.

For further information apply to

NIPPON YUSEN KAISHA.
B. MORI, Manager.

Telephone Nos. 292 & 293.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE
VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to change without notice.

Steamers.	Tons.	Leave Hongkong.
SHINYO MARU	22,000	15th July.
KOREA MARU	20,000	15th Aug.
SIBERIA MARU	20,000	27th Aug.
TENYO MARU	22,000	6th Sept.

HONGKONG TO VALPARAISO VIA JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, BALBOA, CALLAO, ARICA AND IQUIQUE.

THENCE BY TRANS ANDERSON ROUTE TO BUENOS AIRES.

Steamers.	Tons.	Leave Hongkong.
KIYO MARU	17,200	15th July.
ANYO MARU	18,500	6th September.
NIPPON MARU	11,000	8th November.

Tickets are interchangeable with the Canadian Pacific Ocean Service, Ltd., and the Pacific Mail Steamship Co. Passengers may travel by rail between ports of call in Japan free of charge.

For full information as to rates, sailings, etc., apply to

T. DAICO, Manager.
KING'S BUILDINGS.

Telephone Nos. 2374 & 2375.

JAVA PACIFIC LINE
OF THE
JAVA-CHINA-JAPAN LIJN.Monthly Service between
MANILA, HONGKONG AND SAN FRANCISCO.
Next sailings for SAN FRANCISCO via NAGASAKI.
Subject to change without Notice.
Sailing from Hongkong to San Francisco.ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.
The steamers have accommodation for a limited number of saloon passengers and carry a fully qualified surgeon.
Cargo taken on through Bills of Lading to all Overland Points in the United States of America and Canada.
For particulars of Freight and Passage, apply to—
JAVA-CHINA-JAPAN LIJN.
Managing Agents.
Hongkong, York Buildings.

CHINA MAIL S.S. CO. LTD.

FREIGHT AND PASSENGERS.

"NANKING" "CHINA"
(14,000 tons, American Registry) (10,000 tons, American Registry)
SAILINGS FROM HONGKONG FOR
SAN FRANCISCO
VIA SHANGHAI, JAPAN PORTS & HONOLULU.
"NANKING" "CHINA"
August 7th. August 31st.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

O. H. RITTER, Freight and Passenger Agent,
Prince's Buildings, Ice House Street. Tel. 1934.THE ROYAL MAIL
STEAM PACKET
COMPANY.Owners of The "SHIRE"
Line of Steamers.FOR SAILINGS TO AND FROM THE UNITED
KINGDOM AND INTERMEDIATE PORTS.

Apply to

JARDINE, MATHESON & CO. LD.
Telephone Nos. 115, 146, 177, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200.

SHIPPING

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
SHANGHAI	Yingchow	29th June at 3 p.m.
SWATOW & BANGKOK	Luchow	30th June at noon.
SHANGHAI	Sinkiang	2nd July at 3 p.m.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO.
Excellent Saloon accommodation. Amidsips; Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage apply to

BUTTERFIELD & SWIRE,
Agents.Telephone No. 36.
Hongkong June 27, 1918.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between
CHINA and JAPAN.

Steamer	From	Expected at or about	Will leave on or about	To
Tjillwong	Kobe & Moji	29th June	2nd July	Macassar
Tjimanock	Amoy	6th July	10th July	Batavia

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN,
York Building. 115

Telephone No. 1674.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for first Class Passengers, Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.
FOR SWATOW, AMOY AND FOOSHOW AND RETURN.
(Occupying 3 to 10 days.)

Steamships.	Captain	Leaving.
Mailhong	J. W. Evans	FRI., 28th June at 1 p.m.
Mailan	A. E. Hodgins	TUES., 2nd July at 1 p.m.

FOR SWATOW.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Laprak & Co.,
General Managers.INDO-CHINA STEAM
NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—Subject to Alteration)

For	Steamship	On
MANILA	Loongsang	Fri., 28th June at 3 p.m.
SHANGHAI via Swatow	Wingsang	Sun., 30th June at d'light.
TIENSIN	Chipshing	Sun., 30th June at d'light.
SHANGHAI	Talsang	Tues., 2nd July at d'light.
HAIPHONG	Taksang	Tues., 2nd July at 7 a.m.
SANDAKAN	Mausang	Tues., 2nd July at noon.
MANILA	Yuensang	Fri., 5th July at 3 p.m.

CALCUTTA LINE.—This line is temporarily discontinued owing to the war but a monthly service is maintained with Calcutta by the "KAWASANG" and "VITIM" sailing as Singapore and Penang. The former vessel has excellent passenger accommodation, is fitted with Electric Light and Fans, and carries a fully qualified surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hobeu when no intermediate calls.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up to date accommodation for passengers.

CARGO SAILINGS.—Through Bills of Lading for Kanton, Fuzhou, Labuan, Tawau and Lahad Dato.

ZIENSHIN LINE.—A regular service is run from March to October between Hongkong and Tientsin calling at Waltham and Obolow.

Under Straits Government Passport Regulations.

All European Passengers, leaving the Colony for Straits Settlement, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or passage, apply to

JARDINE, MATHESON & CO., LTD.

Telephone No. 215. General Managers.

AMERICAN EXPRESS COMPANY.

HEAD OFFICE—NEW YORK.

Branches and Agencies in all
parts of the Commercial World.BANKERS.
FORWARDERS.
TOURIST AGENTS.AMERICAN EXPRESS TRAVELLERS CHECKS—
the best form in which to carry travel funds.

11, QUEEN'S ROAD, CENTRAL TEL. NO. 2800.

SHIPPING NEWS.

Ships for Britain.
Melbourne, April 4.—The Government has announced that 23 overseas ships, 10 Government-controlled ships, and 34 coastal vessels have been placed at the disposal of the British Government. A beginning has been made with the construction of 19 vessels in Australia, while 14 ordered from America two have been launched and others will be delivered during the year.

The Chinese Government has been requisitioning a large number of the "chicken boats," the small steamers that trade between Shanghai and Taungming, Wanchow and Ninspo and in the vicinity of Foochow, for the conveyance of troops to Amoy and Swatow. The vessels are manned entirely by Chinese, there being only in exceptional cases any foreigners employed on them.

Admiralty Ban Scandals.
Admiralty bans on merchant shipmasters are a new terror arising out of the war. It is true that, in proportion to the magnitude of the work of the Merchant Service, and to the magnificent services to the country it has rendered these cases have been comparatively few. None the less they are of considerable importance, especially as these bans have been put upon old and long-experienced merchant captains without any opportunity being given to them of calling witnesses and establishing their defence in the first place. The inevitable result has been that the Imperial Merchant Service Guild protested in the most emphatic way against such unjudicial methods being pursued whereby punishment of the most drastic and ignominious kind has been visited upon worthy shipmasters.

Arising out of this there has been a considerable modification of the whole system, and the merchant shipmaster is now given the opportunity to defend himself, and also, if he so desires, to be assisted by a lawyer in doing so. It may be said that the Guild in this matter, as in so many others, had the invaluable assistance of the chairman of their Parliamentary Committee, Mr. Basil E. Peto, M.P., who actively engaged himself in the way of bringing about an improved system of dealing with these cases. On the Guild being informed that the assistance of a lawyer to assist merchant captains in such a predicament would be consented to, the Management Committee forthwith decided that in these cases they would provide any legal assistance which might be deemed necessary. This they have already done in several cases, where the captains concerned have been most grateful for the help thus rendered.

In the latest case a communication has been received from London to the effect that the decision of the Admiralty banning a member from further commanding merchant vessels during the war has now been removed.

Our interned Marine Prisoners.
Unsurpassed efforts continue to be made by the Imperial Merchant Service Guild in their endeavours to procure either the release of the merchant captains and officers who are interned in the countries of the enemy, or at any rate, their transfer to neutral countries. They are glad to report that they have now received information as to a fair number of these prisoners being transferred to Holland and Switzerland. But there remain a great number of merchant captains and officers over the age of forty-five who are still lingering at Rubleben, and whose prospects of early release appear to be far from bright. Members of the Parliamentary Committee have been not only sympathetic but extremely active in bringing pressure to bear upon the Government in order that the release or transference of these prisoners may be brought about.

Mr. Peto raised the question in the House of Commons recently and in reply Mr. Hope, one of the Lords of the Treasury, stated that the number of captains and officers of British merchant vessels interned in Germany in military prisoners of war camps and places other than the civilian camp at Rubleben was approximately 378. Mr. Hope stated that the German Government were well aware of the views of our own Government on the matter, and that the refusal of the Germans to repatriate certain classes of British Merchant Service officers and seamen under the various civilian agreements was engaging the serious and immediate attention of His Majesty's Government.

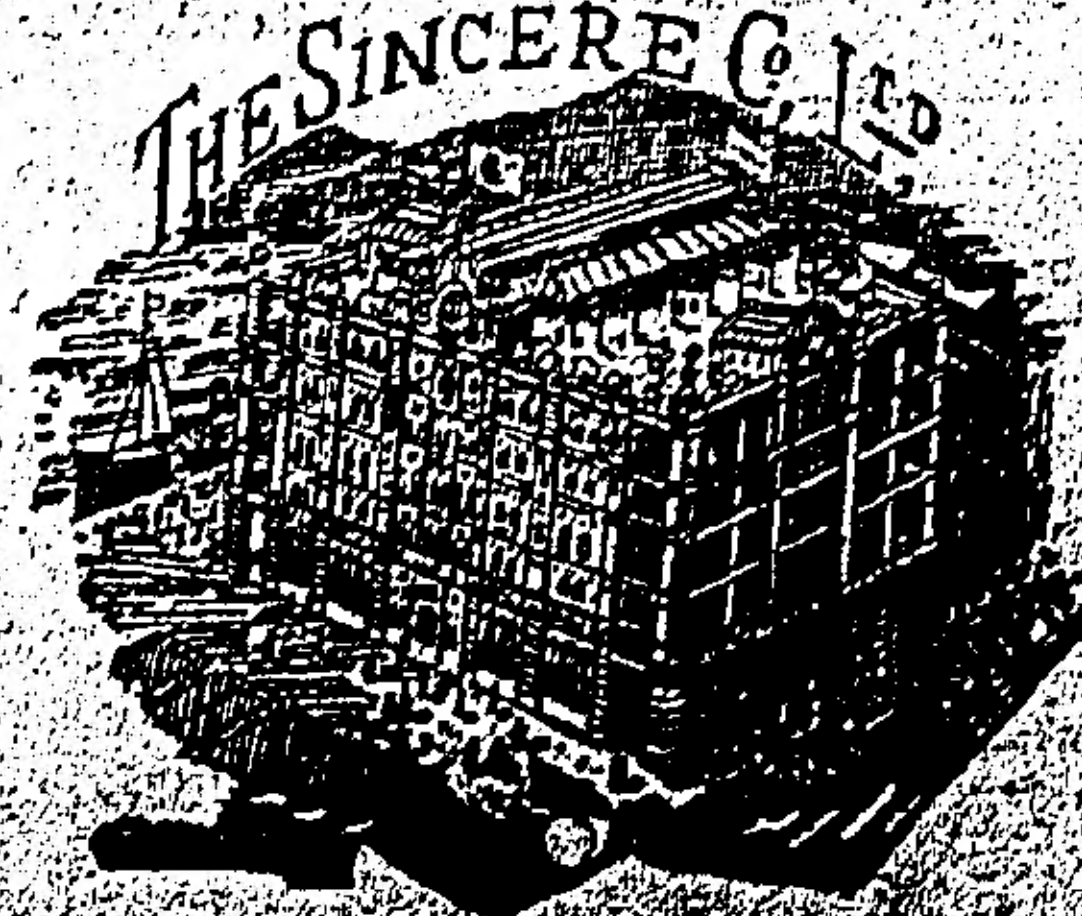
RUBBER SHARE REPORT.

1a, Chater Road. Phone No. 1500.

Subject to change without notice.

or to REISS & Co. Canton
Hongkong, Jan. 2, 1917.

PRICES MODERATE.



U-BOAT SUNK BY SEAPLANES.

How Merchant Shipping is Protected.

Some of the most thrilling stories of the sea that the war has provided are to be found in the exploits of the submarine hunters, of which records in the Royal Naval Air Service logs are to be found at the Admiralty. Air-craft are the enemy that the U-boat has most to dread.

The following are typical episodes of this kind of fighting. A seaplane and two aeroplanes in patrol sighted a very large submarine with two periscopes. On hearing the aircraft engines the U-boat dived, but the seaplane had dropped 4,000 feet, and before the enemy craft had submerged got two bombs just about the conning tower, one of them a direct hit. The submarine turned turtle, and a large bubble with wreckage and oil appeared.

Another patrolling airship spotted a submarine attacking a steamer and went to the rescue. The submarine had disappeared. Two bombs were dropped on the submerged vessel, and several huge bubbles came to the surface, the disturbance of the water lasting five minutes. Two trawlers steamed up at full speed and exploded three depth charges over the spot where the submarine had gone down, and a quantity of oil flooded the surface of the sea.

On a winter afternoon a seaplane discovered two German submarines, one stationary and the other in the act of diving. She spiralled down right over the stationary U-boat and with one or two bombs hit her fairly and squarely. When the smoke cleared away the enemy vessel was seen to be sinking with her bows in the air.

Two seaplanes on another occasion sighted a submarine travelling on the surface, unconscious of danger. Two men were seen on the conning tower. Both seaplanes pounced on the quarry, the first to reach her letting loose a bomb which struck half-way between the conning-tower and stern. The submarine heeled slowly over to port and remained in that position. She had stopped in her own length, and began to sink, her bow rising high out of the water. The second seaplane dropped a bomb on the conning tower just as the vessel was sinking, and an internal explosion did the rest.

How one of our large seaplanes found itself in the midst of a horrid nest of enemy small craft is told in another record. A cruising submarine, with its gun plainly visible, was spotted by our airman, who flew right over the U-boat and made a direct hit on its tail. Turning round to repeat the dose, it was noticed that the explosion had torn a great hole in the submarine's deck, and this was photographed. By this time our airman discovered that he was himself under fire, and through the mist he saw three more German submarines, escorted by three destroyers, hurrying to the rescue of the damaged U-boat.

All six vessels opened fire on our seaplane, but no shot proved effective. Then two enemy seaplanes appeared to take part in the battle, but so heavy was the fire of their own destroyers that the enemy seaplanes were prevented from closing in to the attack. Our pilot manoeuvred through the barrage, got over the sinking submarine and made a second hit, after which it sank. By this time the enemy's fleet had concentrated again on our seaplane, which, having no more bombs left, went wireless to its base giving the position of the enemy destroyers, and then went home.

TYPHOON WARNING.

The telegrams quoted below have been received by the American Consulate General, Hongkong, from the Manila Observatory:

12.30 p.m. June 27.—Oyolone or typhoon E. of Luzon, less than 300 miles distant, moving N.W. 1.30 p.m. June 27.—Typhoon in about 125 degrees Long. E. and 16 degrees Lat. N., moving W.N.W.

MAJOR WEARNE HONOURED.

Speech by the British Minister at Peking.

Peking, June 13.—Major A. E. Wearne, M.C., who returned recently to Peking from the war and resumed his duties as Reuter's correspondent, was entertained to dinner at the Peking Club last night by a number of old friends who wished to mark their appreciation of the services he has rendered to his country.

Sir John Jordan made a short but happy speech in which he referred to the restlessness of the guest of the evening in the early days of the war, mentioning that he had told Sir John that he meant to be off as soon as ever he was able to straighten out his private affairs. Sir John said that many men received honours, he himself having had more than he deserved; but he observed, however, that kind of honour compared with the scars borne by their guest, received in battle when fighting at the risk of his life for the national cause. Sir John concluded by saying that Major Wearne was the right type of man, for he sacrificed his private interests in order to do what he conceived to be his duty.

Major Wearne, on rising to reply, was warmly received, and suitably expressed his appreciation of the honour done him by so many friends, whereafter he gave an interesting sketch of the war on the Palestine front where he served two years with the Australian cavalry.—N. C. Daily News.

THE NEW LANGUAGE.

Scene.—B.F.O. Club.

Time.—Every Time.

1st Pilot: Why, it's Brown-Jones!

2nd Pilot: Hello, old thing!

What are you doing now?

1st P.: Oh, I'm down at Puddle-

marsh teaching huns-monosvros

pups and dolphins.

2nd P.: I'm on the same game,

down at Muddbank—sup-two-

seaters and camels. We've got

an old inside, too, for jyridding.

1st P.: You've given up the

rumpety, then?

2nd P.: Yes, I was getting ham-

anded and mutton-fisted,

flapping the old things every

day; felt I wanted to stunk

about a bit.

1st P.: Have you ever butted up

against Robinson-Smith at

Muddbank? He was a ack-ee-o,

but became a hun.

2nd P.: Yes, he crashed a few

days ago—on his solo flip, tak-

ing off—tried to zoom, engine

konked, bus stalled—sidslip

—nosedive. Not hart, though.

What's become of Smith-

Jones? Do you know?

1st P.: Oh, yes, he's on quorks

and ack-ee-o. He tried spads,

but got wind up. Have you

seen the new—?

2nd P.: Yes, it's a dud bus—only

does seventy-five on the ceiling.

Too much stagger, and prop

stops a spin. Besides, I never

did care for rotaries. Full of

gadgets too.

1st P.: Well, I must toodle off now.

I'm flapping from Northbolt

at dawn if my old airship's

ready—came down there with a

konking engine—plug trouble.

2nd P.: Well, cheerio, old

thing—weather looks dud—

you're going to have it bumpy

in the morning, if you're on a

pup.

1st P.: Bye-bye, you cheery old

bean.—Punch.

Holland's War Expenditure.

Dr. Treub, the Dutch Minister of Finance, at the sitting of the Second Chamber, on 13th ultimo, said that the expenditure of Holland in connection with the war was already over £85,000,000, and as soon as the big offensive on the Western front was over, and the dangers for Holland were lessened, the question of a partial demobilisation of the army must certainly be considered.

THE RENAISSANCE OF EMPIRE.

Getting to Know Each Other.

Who has not heard of the American sailor who wandered round Picosdilly looking for the "Circus," thinking it the English equivalent of Barnum's Famous show? This fairly represents the naive acceptance by the English speaking colonial communities of the politics and institutions of the Old Country. The Empire's younger sons were rounding up cattle or sheep shearing, timber cutting, mining or fruit-growing when war was thrust upon Europe.

If they thought of Empire at all they thought of it in terms of the map and though they occasionally marvelled that its policy emanated from a "pocket handkerchief" country represented on the map by a little red triangle, they were hardly conscious of their part in its progress; they were building better than they knew. The casual way in which the British Empire has been "got together" is the marvel of our colonial rivals; more than Britishers they have felt the fascination of the all-red route.

The men from our flag Empire, from the Falkland Islands to British Borneo, and the North to the South Shetlands, may have remembered that the white population of the Dominions and Dependencies were about one-third that of the British Isles, they may have been aware of the number of ships that entered the Thames Estuary each year and that ultimately our power rested on our sea-supremacy, but it was not by statistics that they measured the Empire's need. They had heard that trade followed the flag, but they knew that tradition went before it. When war was let loose it was not a comparison of German population with British that prompted their co-operation. It was the force of tradition. All nations have this. Generally speaking, it is true to say, "Once a German always a German." The spirit of the Dutch, that once, when their country was threatened, prompted the determination to destroy the dykes and flood the Low Countries rather than surrender their freedom to live to day and needs but a similar urge to be revived. The splendour of French patriotism is a commonplace of national politics and needs no eulogy.

The Empire that will wield and maintain world-dominion is the one whose traditions are sane and sound and it is the happy fate of the British that their colonial expansion has its basis, not in repression but in national development; Germany when she faces her peers at the council table that makes the coming peace, will realise that the modern version of the story of empire does not read conquest but conciliation. And neutral countries, however much they may secretly admire or dread German "frightfulness," can find in recent and present history a justification of British policy and a warning against the doctrines of Might and Necessity!

One of the features of the War that can be put to the credit of our national account, is the rapprochement between the home-grown warrior and the soldier from the Dominions. Mr. Thomas Atkins lived in a different world to Private Billjam, Mapleson or Springbok. Before the War he had seen specimens of the fruits and timber grown in the "Colonies," not knowing that in so termed the Dominions he was "dating" himself, as far as Imperial politics were concerned. These things he thought merely "show-stuff." The only log-rolling he had witnessed was that of his politicians and literateurs. Accustomed to all the massed stupidities that thrive in cities he listened with interest to the men who had come across the world to assist in the pruning of Prussia. They told him what it was to "hump the Blney" that shearing was done "not by hand but by machine shears and that herds of cows were milked by machines. He talked with the men who mined Mesinas and found they were the sons of men (some of them the same men) who had joined the early gold rush at Coolgardie, and he heard from

STATE MAY RETAIN RAILWAYS.

Sir A. Stanley on After-War Problems.

Sir Albert Stanley, President of the Board of Trade, speaking at a luncheon in connection with the annual meeting of the Association of Chambers of Commerce, said he did not see how the railway or canal could revert to their pre-war position. He had never hesitated to sacrifice trade and commerce when it was necessary in the national interest.

Some of the restrictions must continue for a period after the war, otherwise there would be absolute chaos, but most of them must automatically end with the war. He, however, excluded railways and canals, because he did not believe or see how it was possible in the national interest that they should revert to their pre-war state.

It had been suggested that the effect of the Imports and Exports Restriction Bill was to establish a new fiscal system. That was not so. The Bill continued during the period of reconstruction such control as was necessary in the national interests in order that they might fulfil any pledge given during the war to their Allies.

In some instances our export trade had been practically wiped out, and in others had been sacrificed to the extent of 50 per cent. This had not only to be replaced, but steps must be taken to expand our export trade.

After three and a half years of war this country's production was not in the aggregate material-ly less than before the war. Outside war productions we were doing little more than providing for the immediate and bare necessities.

A suggestion had been made that it was the deliberate policy of the Government to set aside certain trade interests. That was not so. The Government had no other desire but to re-establish as speedily as possible the same methods of carrying on business and manufacture as existed before the war.

their lips the intoxication of finding a "bonanza." He talked with "Canucks" from the Land of Promise and of how they caught fish off Nova Scotia or grew fruit in British Columbia. He compared notes with men from the Rand who chafed him on his account and described the condition of labour in United South Africa. After fighting and suffering in the trenches with such men, he came home on leave and saw hundreds of them in his cities and villages wearing sprigs of their native flowers in their slouch hats. And he connected them with the things he had heard and seen years before and said "these men grew that fruit in the windows of the Immigration Offices and the wheat the Government bought six months ago." And he contrasted the tale of their generous lauds with the struggle of the average man for a crust in his country and said "The Colonies for me after the War."

And the men from Overseas in their itineraries when on furlough visited the Tombs of the Crusaders of whom they were the direct lineal descendants. They explored Bell Yard reminiscent of the old coaching day, Out-Throat Lane and Hanging-Sword Alley. "The Cheshire Cheese" was visited, the famous coffee house where Dr. Johnson was wont to battle with the wits. Here they drank ale out of pewter pots and marvelled at the narrowness of Fleet Street.

Printing House Square came under the observation of these men from the "periphery" of things who felt they were looking into the centre when they saw the offices of the world's greatest newspaper. They saw all the tight men mentioned in the guide book and many that were not and in doing so they visualised for the first time, the great Empire which claimed them as sons, and felt as men who built while others planned. Mr. Chamberlain urged the generation to think imperially. The shock of this War has given to modern men the power of seeing with the eye of the mind and making possible the new Imperial realisations.

CARE OF MAIMED SOLDIERS.

A Situation that Calls for Broad Treatment.

Washington, April 23.—This morning brought the news of the first large casualty list of Americans. Many of them are seriously wounded. It is inevitable that there will be many more. What is being done to reclaim and reconstruct the maimed and crippled soldiers—those that cannot be returned to the fighting line in France?

Germany answered that question in 1907 by providing a plan that has stood her in good stead. No phase of Germany's preparedness was more emphasized than this, because her war lords know the value to German industry of the rehabilitated soldier. Indeed, the provision of Germany in this respect is often pointed to as confirmation of the Imperial Government's early expectation of a general European war. Our own Government was caught "unprepared for war and reconstruction of wounded men was scarcely thought of a year ago."

Many plans have been submitted in the last twelve months, but unfortunately as yet none has been put into effect by President Wilson. Not long ago the Cabinet discussed a proposal to place the entire problem in the hands of the Surgeon-General of the army, but objection was made by the Secretaries of Labour, Treasury, and Agriculture, all of whom have bureaus in their Departments which are vitally interested in reconstruction and want a free hand to deal with the matter. The plan was rejected, and the Secretary of War was asked to frame another which would harmonize all interests. Accordingly there were gathered together in conference representatives of the United States Chamber of Commerce and National Association of Manufacturers, the American Federation of Labour, Department of Labour, the Department of Agriculture, the Bureau of Education of the Interior Department, the Federal Board for Vocational Education, the United States Public Health Service, the Surgeon-General of the army and navy, and the War Risk Bureau of the Treasury Department.

All these institutions had to be consulted, because each has an important equity in the work of reconstruction. Big business and American labour both are vitally concerned in the reclamation of our soldiers. They must not only be taught trades, but given opportunities to pursue professions or complete their education, as the case may be, for many of our wounded left their school and college courses uncompleted. To answer the more urgent call of the nation.

The conference agreed unanimously upon a plan which was submitted to the Secretary of War for transmission to the President. It proposed the creation of a special board of five, with a director, and outlined specifically ways by which the interests of all the Government bureaus could be co-ordinated. Since then Senator Hoke Smith, of Georgia, has introduced a bill which would give the Surgeon-General of the army authority over all the medical work and the rest to be taken care of by the Federal Board for Vocational Education.

Representative Jones, of Texas, has introduced a somewhat similar bill in the House, and there are to be hearings in the Senate next week. Obviously, the situation calls for much broader treatment of the question than it has been given, and there has been already a regrettable loss of time in dealing with it.

There are five separate phases, such as important as the other. First, comes physical rehabilitation, which is a medical task and should be under the Surgeon-General of the army, who should have charge of all the teachers who come into military hospitals, and can easily include the navy, for Secretary Daniels has agreed to permit the wounded sailors to be rehabilitated in army hospitals. Men who are convalescent can be taught to claim him for the coming hospital without loss of family out of which he was sent to war and production. But

these teachers must be instructed in dealing with the mental processes of men who have lost their limbs or are seriously maimed. European experience teaches that unless prompt attention is given to this the task of re-educating a mind that has deteriorated is almost hopeless. The teachers must be organized and specially instructed. They can be assembled here provided the wounded can be moved back to this country rapidly, but the necessity for a large staff in France is beginning to be recognized as absolutely essential. Reconstruction must be begun the day that consciousness is restored.

Next is the completion in technical schools or colleges of the courses begun in the hospitals. The Federal Board for Vocational Education is equipped to train men for trades and mechanical occupations, but the Bureau of Education of the Interior Department, which is in touch with the leading colleges and universities, must be relied upon to help those men who originally were matriculated in professional schools and academic courses leading to law, medicine, and the business world.

Third, the Department of Labour is interested in placing men in the right industries, and from a medical standpoint it is important to determine just what the physical capacity of the individual is for the work selected. There must be the closest harmony with the Medical Department of the Government.

Fourth, the American Red Cross has a function to subvert in preparing the families of the wounded men for their return. Many a parent will want the son back home as rapidly as possible, but the first few months are most important, and when once a maimed soldier is permitted to fall into the habits of a helpless cripple his mind cannot be concentrated again on educational work. The family must be prepared to forego the privilege of immediate return home, but must assist in the mental stimulus to the individuals who will be quartered in reconstruction hospitals in this country.

There is a way to compel the wounded man to pay attention to re-education: The Government foresees this in the War Risk bill, for compensation can be withheld until an individual is released from the reconstruction hospitals. The Government is vitally interested not merely from the point of view of putting back into industry and business a reconstituted individual, but because, if left to himself, he would become a public charge or a burden on the family, without productive power.

Hundreds of wounded Americans have already been brought to this country, and the public ought to be acquainted with what is being done for their care. Unfortunately, there are less than 3,000 beds available. England has a minimum surplus of 50,000. Of course, America has been expecting to commandeer hotels in summer and winter resorts to get sufficient beds. The General Staff is understood to be opposed to the expenditure of money for new hospitals, but will have to come to it sooner or later, just as Canada did, after three years of experimenting with old hotels. Indeed, Canada has built what are known as "colony hospitals."

Obviously, if the wounded were quartered in numerous hospitals throughout the country, there would not be enough medical specialists to give expert treatment to men who have different kinds of injuries. By building colony hospitals, a man whose vision is impaired, for instance, could be helped in that respect at the same time that another set of physicians or teachers centered him to overcome another disability. While the percentage of these men with double injuries may be small, no expenditure ought to be withheld that would aid even a comparatively few men from being fully restored to the industrial and social community.

What is needed in the whole problem is a centralization of all the teachers who come into military hospitals, and can easily include the navy, for Secretary Daniels has agreed to permit the wounded sailors to be rehabilitated in army hospitals. Men who are convalescent can be taught to claim him for the coming hospital without loss of family out of which he was sent to war and production. But

HOW GERMANY GOT THE GOTHIA.

Kaiser in Captured British Bombing Plane.

A Dutch engineer, Mr. Theodore Van der Linden, who was working in Essen in 1917, gives an account in the *Washington Post* of the arrival in the Krupp city of the English aeroplane which fell in the German lines and which was copied for the building of the new Gotha. We make the following extract from the article as it appeared in the *Daily Mail*:

Mr. Van der Linden states that one day at Essen there was great excitement in the aeroplane department, when, without the slightest warning, the Kaiser, accompanied by the Crown Prince and Hindenburg, arrived at the Villa Hugel. He continues:—

Prolonged conferences were held at the Villa Hugel, and in all these General von Hoppner participated. I learned the secret of the conference as a result of the confidence of one of the overseers in the aeroplane department who was quartered with me. The man one evening told me with great glee of the capture by the Germans of a wonderful British aeroplane. He said that the machine had flown from England to France and had descended in error during a thick fog, inside the German lines.

On the following day I actually saw the machine, in company with the overseer who had told me of it.

While we were examining the aeroplane I heard the sound of motor-cars approaching, and, looking up, was surprised to see the Kaiser, Crown Prince, and other "big game" with Hoppner and von Bohlen. The Kaiser and Crown Prince went aboard and all the details of control and the bomb-dropping apparatus were carefully explained to them. The War Lord took the pilot's seat, and turning to the Crown Prince, who was occupying the gunner's seat, said: "A useful gift from our enemies. We can use it with good effect against them."

The Crown Prince agreed, and added: "These will be the machines to destroy London."

After the two royals had descended from the machine, it was loaded with dummy bombs in preparation for a flight. The now famous German flying officer Richtofen took the seat which the Kaiser had vacated, and two other officers also boarded the plane. With a terrific roar the two engines were started, and like a bird the aeroplane rose in the air. It climbed rapidly to about 10,000 ft., and the Kaiser turned to General Hoppner, saying:

"How is it that, at such a height and on so cold a morning, the lubricants do not freeze?"

"The British have discovered the secret which we have been seeking for months," replied the general. "Our great difficulty is now surmounted. It is a gift from Providence. Does it not show that God fights for us?"

As the pilot in the exhibition flight manoeuvred the machine, performing some wonderful feats, the excitement of the Kaiser was intense. "Clearly he wished the plane, through his glasses, and during a sensational spiral dive, when it seemed that the machine must certainly crash to earth, he drew it to the ground, it darted upward again, almost to its tail."

A few weeks later, von Hoppner was appointed head of the Imperial German Air Service. Krupp were kept busy constructing the powerful twin engines for these machines of death, while special plans were laid down in other towns and factories speeded up. It was well known in Essen and other places in Germany that in the early summer of 1917 a large fleet of these machines would be ready to commence operations against Britain. The production of Gothias of an improved type was rapid. By June last it was stated that Germany possessed a fleet of 99.

to society but to the men who risked their lives that civilization might be preserved.—New York Evening Post.

